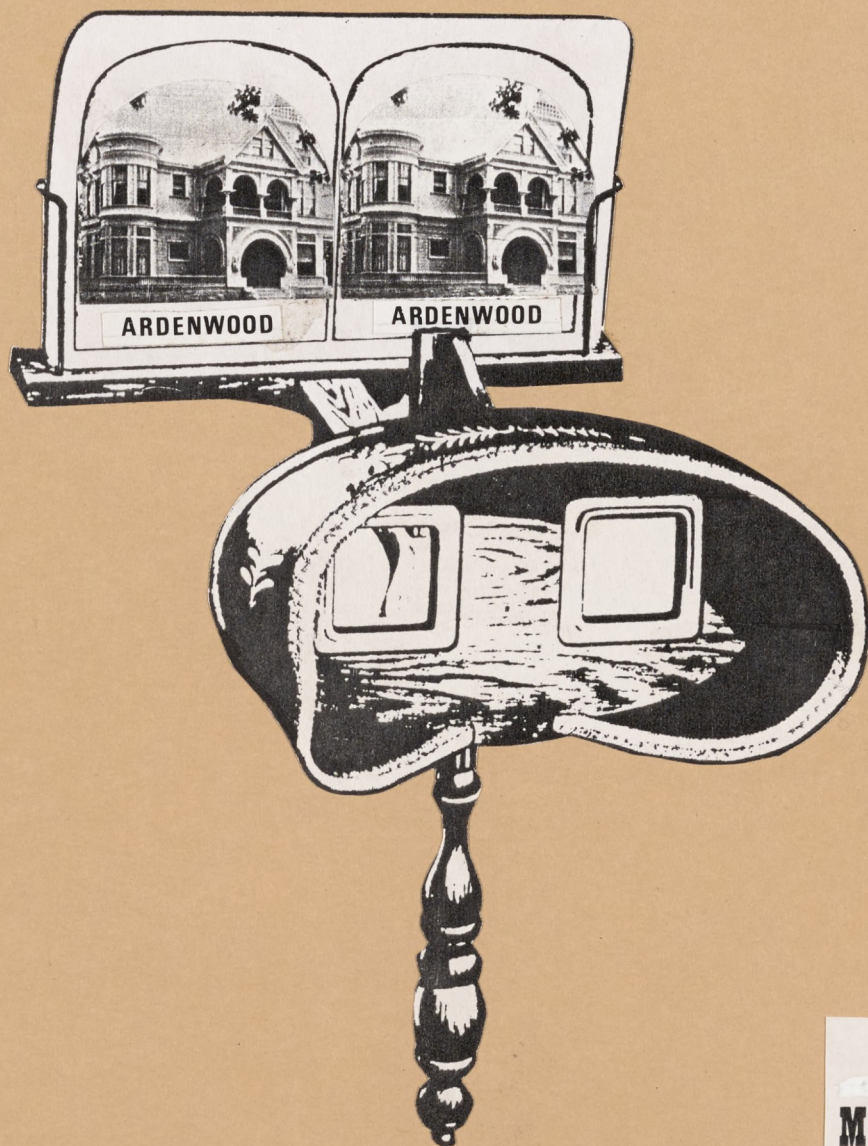


# **NEWARK**

**of**

# **YESTERDAY**



**BY**  
**MARJORIE CALLOW**



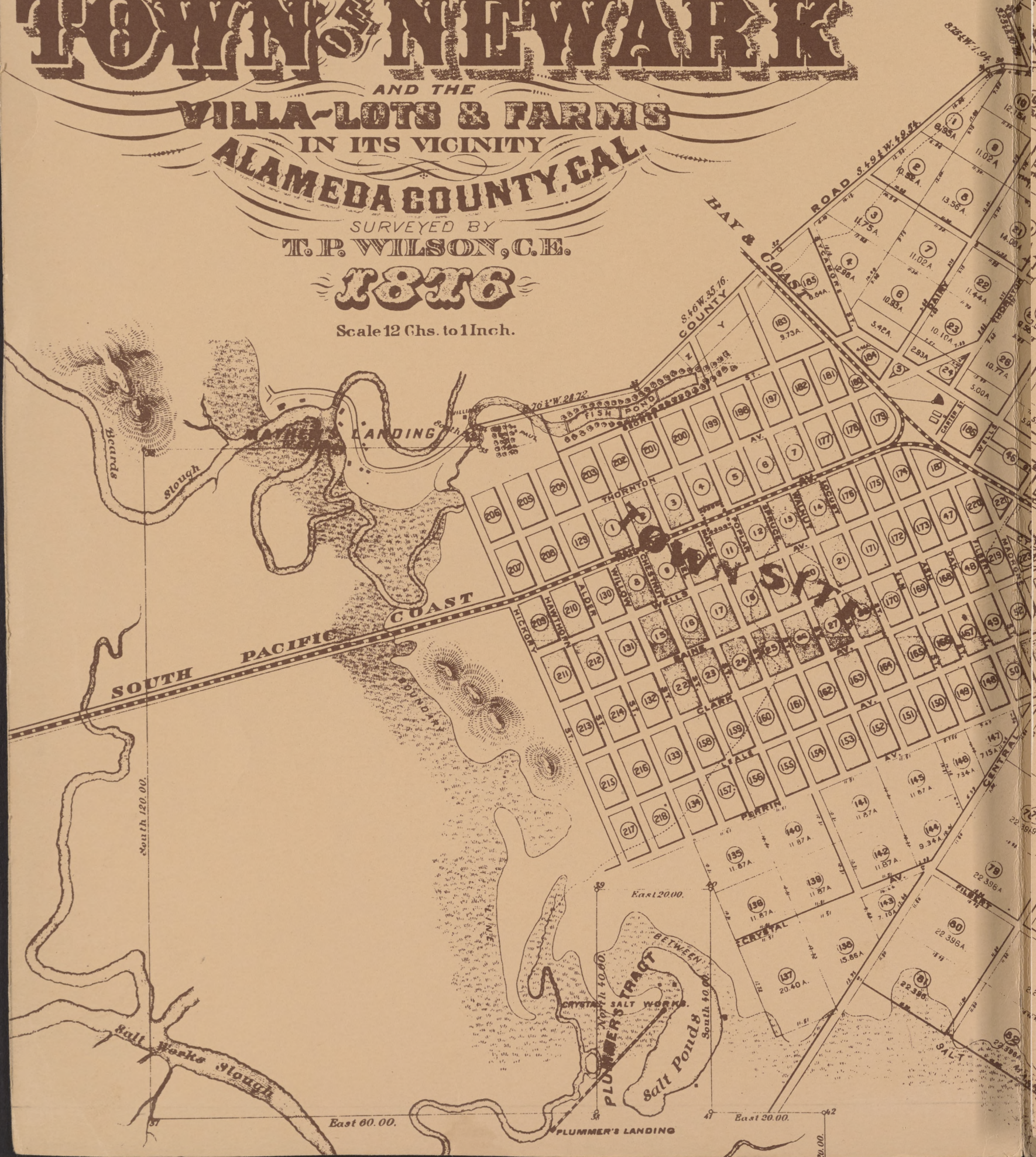
MAP  
SHOWING THE  
**TOWN OF NEWARK**

AND THE  
**VILLA-LOTS & FARMS**  
IN ITS VICINITY  
**ALAMEDA COUNTY, CAL.**

SURVEYED BY  
**T. P. WILSON, C.E.**

**1876**

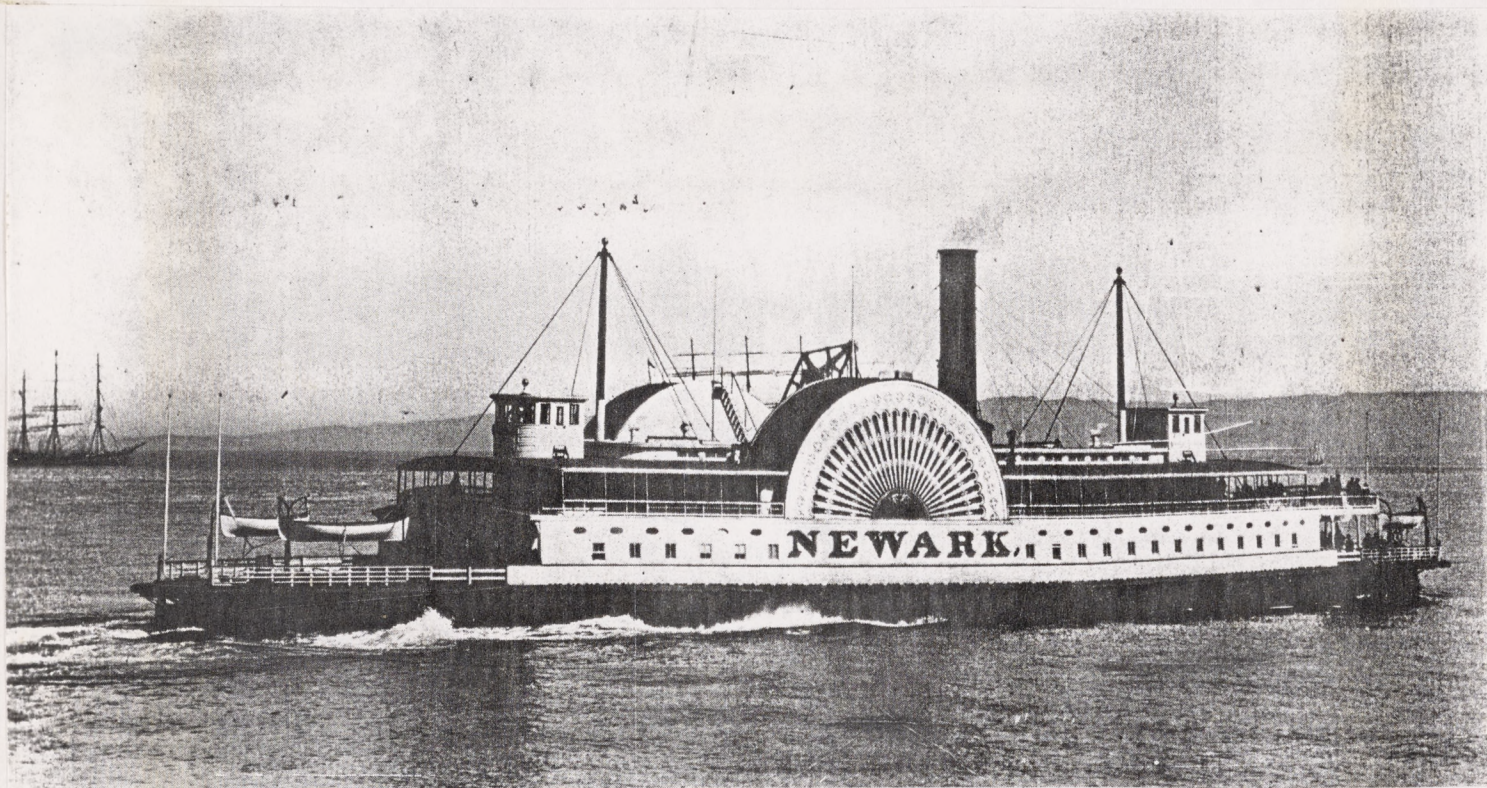
Scale 12 Chs. to 1 Inch.









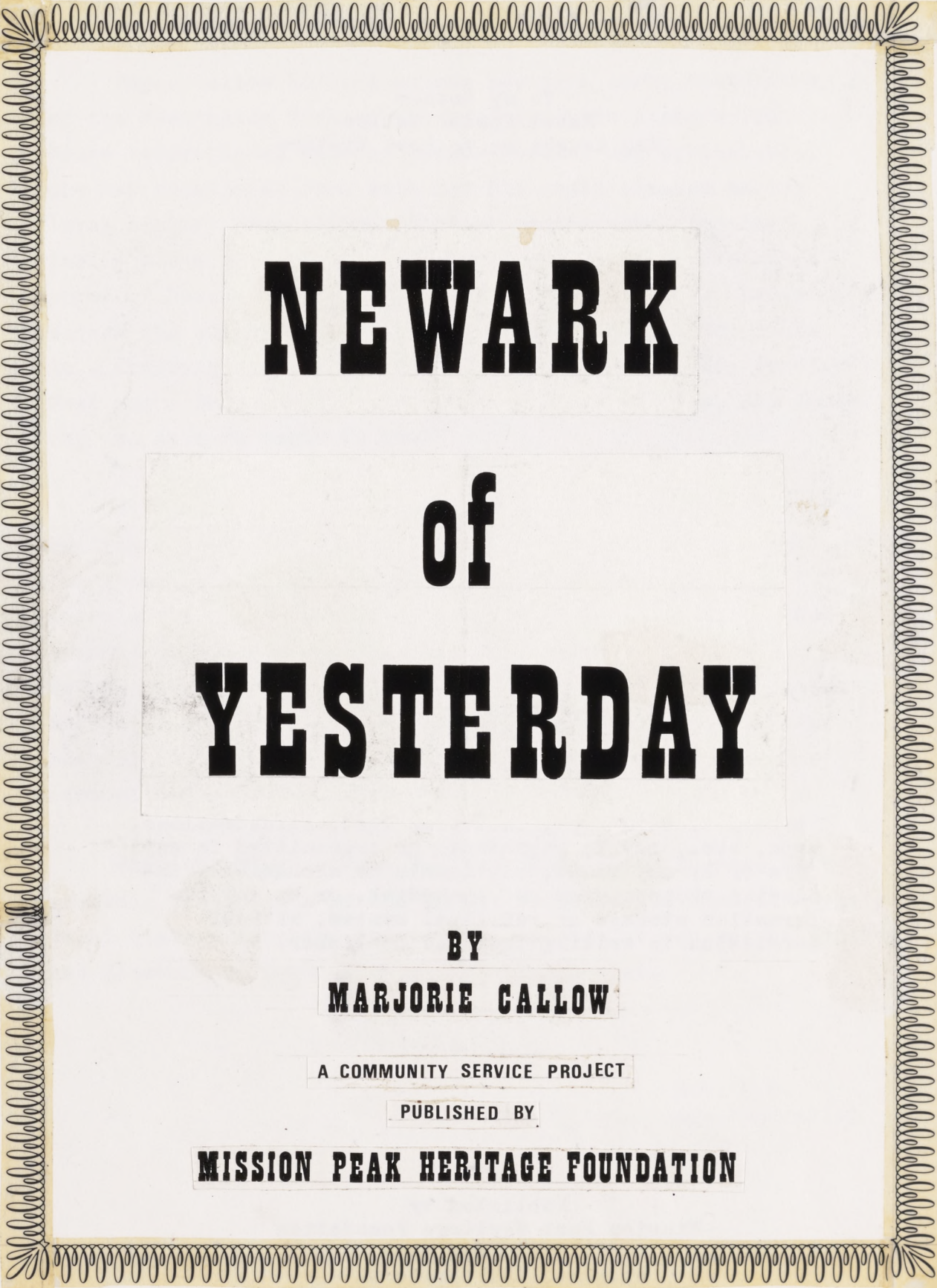


### **THE NEWARK**

Built by the South Pacific Coast Railroad,  
her paddle wheels of 42 ft. made her the  
largest ferry boat on the bay

Unless otherwise noted, all photographs are from the  
collections of Marge Callow and Robert B. Fisher, M.D.





# **NEWARK of YESTERDAY**

**BY  
MARJORIE CALLOW**

**A COMMUNITY SERVICE PROJECT**

**PUBLISHED BY**

**MISSION PEAK HERITAGE FOUNDATION**



To my Mother  
Mabel Fowler Callow  
Who taught me to love history

Copyright 1964 by Marjorie Callow  
Revised 1980

All rights reserved

No part of this work, including text, illustrations, maps, etc., may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying and recording, or by any information storage or retrieval system, without permission in writing from the publisher.

Editor  
Joanne Magnuson

Published by  
Mission Peak Heritage Foundation  
P. O. Box 3405  
Fremont, California 94538



## ABOUT THE AUTHOR

Marge Callow holds a unique position among historians of the Washington Township area of Southern Alameda County. Years before local history became popular and publishable, she was quietly at work with her 5th grade classes making local history come alive. Vintage photographs from the family album and slide shows augmented the mimeographed pages of Newark history she designed for teaching. Marge piqued the curiosity of these young minds, eager for roots in a drifting society. Why was a road called "Mowry Landing"? What was a horse car? These questions had answers, and finding the answers could be fun!

With an interest in history and a family background of railroading, Marge is well qualified to give the answers. The lives of her students are richer for their learning experience. She has kindled in these young citizens, a new awareness, respect and understanding of their community. We are hopeful that other Newark teachers will find Marge's booklet a valuable resource to use in their classrooms, and that it may serve as an inspiration for schools in other communities to follow suit.

When the Mission Peak Heritage Foundation learned that economic constraints of the school budget would curtail Marge's local history teaching traditions, we made it our responsibility and pleasure to publish this valuable booklet.

Robert B. Fisher, M.D.  
Mission Peak Heritage Foundation

*Marge Callow*



Marge Callow holds a unique position among historians of the Washington Township area of Southern Alameda County. Years before local history became popular and publishable, she was quietly at work with her 5th grade classes making



## LOOKS MY

When the Mission Peak Heritage Foundation learned that economic constraints of the school budget would curtail Marge's local history teaching traditions, we made it our responsibility and pleasure to publish this valuable booklet.

Robert E. Fisher, M.D.  
Mission Peak Heritage Foundation

Published by  
Mission Peak Heritage Foundation  
P.O. Box 3405  
Berkeley, California 94708



## TEACHERS GO TO SCHOOL TOO!

During the summer of 1964, I went back to school at San Jose State University. My assignment was to work out a project which could be used in my classroom. Since I have always been interested in the history of Newark and in railroads, I decided to write a history which could be used by my fifth grade students. For five weeks I talked to "old timers", read books and newspapers, and wrote and rewrote. This booklet is the end result. I hope it will help you to appreciate how your community made a niche for itself in the nation's history. While the information in this booklet is, I believe, historically correct, things change. One receives conflicting stories and old landmarks vanish.

My mother and aunts used to tell me stories about when they were young. They told me about "old timers". In fact, I heard so much about Mr. Burdick and the horse car railroad I almost feel as if I had ridden on it!

It is impossible to study the history of Newark without studying railroading, because Newark was established by a railroad. I have a special interest in railroads. My father, John Callow, worked for the Southern Pacific Railroad for over forty years, most of that time here in Newark. My mother's father, her brother and two brothers-in-law were connected with railroading in various capacities so I guess I come by my interest naturally.

I hope this booklet will help you enjoy learning more about the history of Newark. You might like to do some of the activities that can be found in the back of the booklet. I hope you will have fun locating many of the historic buildings and sites that are still to be found.

*Marge Callow*



## NEWARK

### AN INTRODUCTION

In 1876 our country celebrated it's one hundredth birthday. Special events took place all over the nation. Something else happened that year, too. Our city was founded.

In 1955 the people voted to make Newark a city,<sup>\*</sup> but for many years before that Newark was a quiet little town on the shores of San Francisco Bay.

Even before Newark was named, people lived here. The pages that follow will tell you about some of those people and about some of the early pioneers who helped build our town.

This booklet covers that period of history before Newark became a city. Our study begins before 1797 when the first European settlers arrived.

<sup>\*</sup> A town does not look different when it becomes a city. The main difference is that it is run in a different way. Five people are elected to help make decisions for the city. These people are called the City Council. They hire workers to take care of city business. However, Newark does look much different today. It has grown from a population of 6000 in 1955 to approximately 32,000 in 1980. Where there were once farms and dairies, there are housing tracts and shopping centers today.



In 1876 our country celebrated its one hundredth birthday. Special events took place all over the nation. Something else happened that year, too. Our city was founded.

In 1955 the people voted to make Newark a city, but for many years before that Newark was a quiet little town on the shores of San Francisco.

## TABLE OF CONTENTS

ABOUT THE AUTHOR.....	1
INTRODUCTION.....	3
NEWARK.....	4
INDIANS.....	6
MISSION LIFE.....	7
RANCHO DAYS.....	9
EARLY PIONEERS.....	13
RAILROAD DAYS.....	19
AN UNUSUAL BUSINESS.....	29
FUN AND RECREATION.....	30
NEWARK TODAY.....	33
NEWARK SCHOOLS.....	34
SOME ACTIVITIES TO DO JUST FOR FUN.....	35



## INDIANS

People lived here long before our town was named Newark. The first people were Indians. For hundreds of years they lived here peacefully. They had no idea how big the world was. They were not even aware that there were other countries.

The land looked much different in those days. Of course there were no stores, houses or roads. There were no factories or farms. There were huge fields covered with tall grass. There were many trees. Wild animals such as deer, elk, and coyotes roamed about. Once in a while a bear would wander down from the hills. Here and there Indian villages could be found.



Ohlone Indians dancing near Mission San Jose. This picture was drawn by Dr. Langsdorff.

These Indians belonged to a group called the Costanoans. The local family of Costanoans were called Ohlones. They lived in little huts made of tree limbs and grass. They ate berries, nuts, seeds, and grasses. They ate fish from the bay. They hunted deer. They lived the best way they could from the things they found on the land around them.

The Ohlones buried the dead quite close to their homes; therefore, it is still not unusual for workmen to uncover Indian remains while excavating a building site.

At Coyote Hills Regional Park you can visit the Indian Mounds. You can also see dioramas of Indian life and view other artifacts of their culture.



## MISSION LIFE

Something happened that changed the lives of the Indians. Men from another country came to California. They were busy establishing settlements called missions. These men were Franciscan Priests. They came to help settle the land for Spain.



The Mission San Jose as it appeared just before the adobe church was destroyed by the 1868 earthquake.

One of these missions was built not too far from Newark. It was called Mission del Gloriosisimo Patriarca Senor San Jose<sup>\*</sup>, or simply, Mission San Jose. It was built at the foot of the tallest mountain around. That mountain is called Mission Peak today. The Mission was the first Spanish outpost on the east side of San Francisco Bay.

The priests worked hard to teach the Indians the white man's way of life. They taught them to plant gardens and to raise cattle. The Indians learned to eat foods which were new to them. They learned to live in a different way than they ever had before.

Missions had to grow all their own food and make their own clothing so all the missions had ranchos (ranches) connected with them. Newark was just one part of the Rancho Mission San Jose.

<sup>\*</sup>In later years this mission was mistakenly called Mission San Jose "de Guadalupe".



This land by the bay was very important to the padres at the Mission. They needed salt to cure hides and to preserve their meat, so the padres set up a salt works along the shores of the bay. They used a very crude method compared to today's but it met their needs. After many decades salt is still a very important product of Newark.



Richard Henry Dana trades his ships wares to the missionaries for their cattle hides ("California Dollars")

Huge sailing ships, their white sails visible for miles, came down the bay to trade with the Mission priests. They anchored out in deep water and sailors came ashore in small boats. The padres traveled down a dusty, dirt road across land that is now Newark. They rode in wooden carts loaded with hides and tallow. They traded these for such necessary items as shoes, tools, and seeds. The path the Franciscans traveled is still used today. Only now it is wide and paved. We call it Mayhews Landing Road!

Only a portion of the old Mission is still standing today.\* Most of it was destroyed by an earthquake over a hundred years ago (1868). Inside the Mission you can see an old bell which was used in the early days by the padres. In back of the old Mission there is an olive orchard which was planted when the Mission was first established. After all these years, the orchard is still producing olives. Dominican Nuns used to make olive oil for use in other California Dominican convents.

\*The adobe Mission church and the missing portion of the old quadrangle will soon be restored.



## RANCHO DAYS



At first Spain claimed much of the land of California. Then Spain and Mexico went to war. Mexico took over the Spanish part of California. Little towns were started near the missions. Soon part of the land around the missions was divided up into large ranchos. The missions were left with only a portion of the land they had owned. Most of the Indians left the missions. Some of them were given small farms. Others went to work as vaqueros (cowboys) on large ranchos. Still others went to live in the way they had before the days of the missions.

Three large ranchos were created out of the land that had belonged to Mission San Jose. In addition to this there was a large section called Ex-Mission San Jose. This tract was occupied and farmed by families who had lived near the mission. The city of Fremont and part of Newark were later built on this land.

One of the three ranchos was Rancho Potrero de Los Cerritos\*, which means "pastures of the little hills". The rancho extended as far as Union City (Alvarado section). It was owned by two men, Augustin Alviso and his brother-in-law Tomas Pacheco. Alviso built an adobe house at the Lido Faire shopping center area and brought his family to live on the land. Tomas Pacheco lived in another adobe by the Alameda Creek. It was located near Bell Ranch Bridge where Decoto Road crosses Alameda Creek.

\*The other ranchos were Rancho Arroyo del Alameda (Ranch of the Tree Lined Stream) and Rancho Agua Caliente (Ranch of the Warm Springs).





Few of the photographs taken on glass plates in the 1850's survive. One such rare remnant shows Don Augustin Alviso's adobe in Newark.



Crops grew well. There was plenty of pasture land on which cattle could graze. Grain was one of the main products of the ranch. Alviso sold the grain to the Russian settlement at Fort Ross.

He loaded it aboard a schooner at his own boat landing. The schooner then traveled up the bay, through the Golden Gate, and on up the northern coast.

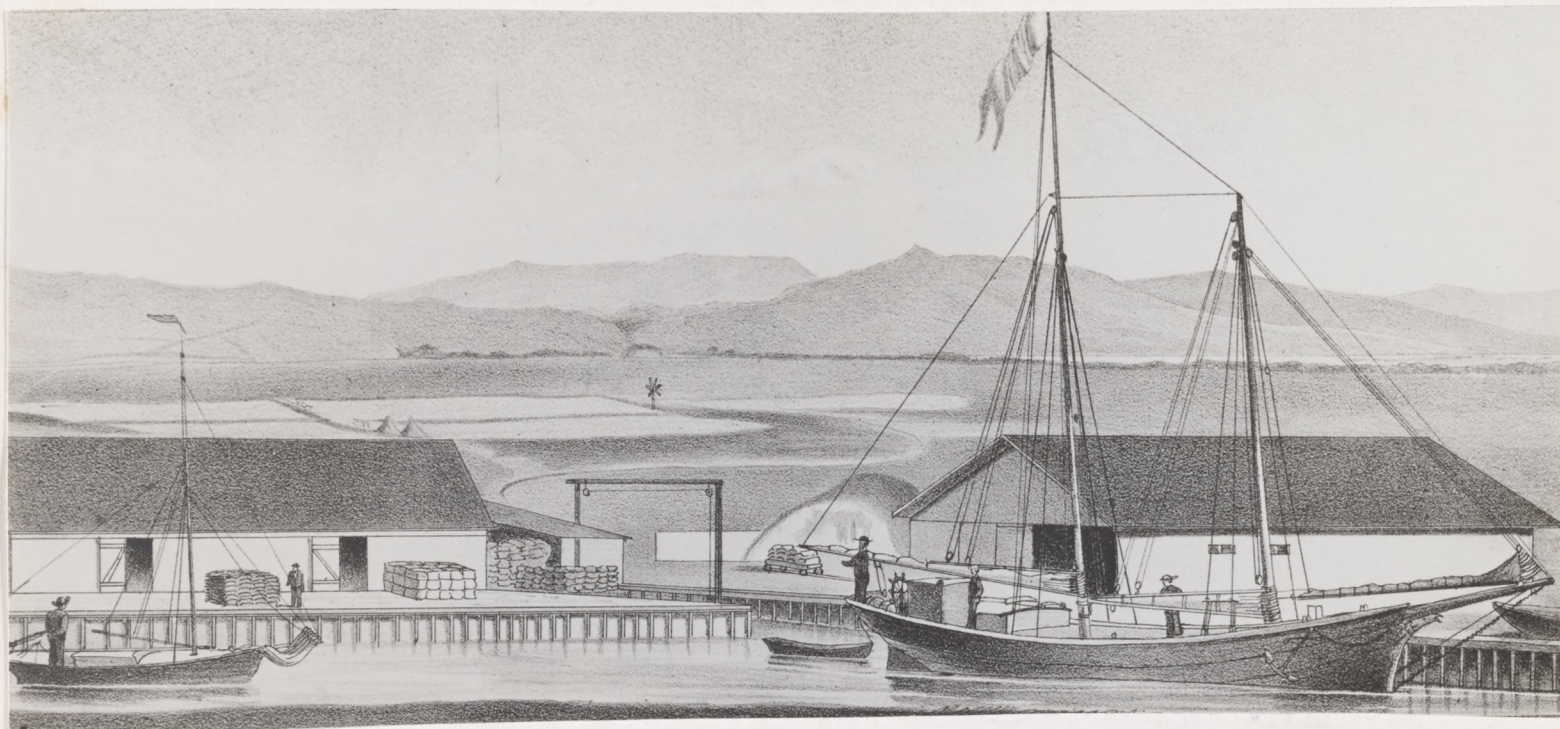
Over the years many different people worked on this ranch. One of these became very well known in later years. Joaquin Murieta, a notorious bandit of gold rush days, is supposed to have worked for Don Alviso for three years. Of course this was before he became the daring bandit feared by Californians everywhere.

Alviso was known to be a very generous man who would give money to those who were in need, and many an early settler got his start as a land owner working for Alviso.

Augustin Alviso and Tomas Pacheco did not enjoy their land for long, for it was about this time that gold was discovered. During the gold rush thousands of people came to California. Some of them tried to take land for themselves claiming "squatters rights." Pacheco grew tired of the struggle to keep his land. He sold his part of the rancho and moved away.

Alviso fought as long as he could. He used his money to fight the squatters in the courts. He was forced to sell his ranch little by little to obtain more money. Even after California became a state in 1850 he continued to fight, but at last, he too gave up and sold his remaining land in 1878.





A schooner loading cargo at a Newark landing



Frank Jarvis, his sons, and Tom Fowler  
aboard the George Washington



## EARLY PIONEERS

As you learned in the fourth grade, California became a state in 1850. It was around this time that the first pioneers came to Newark.

The first settlers were two men by the names of Clarke and Thomas. Very little is known about them except that they were farmers.

Among Newark's early settlers were the Mayhews who established Mayhews Landing at the site of the mission embarcaderos\*. They transported wheat, hay, and grain to San Francisco aboard schooners. They built a beautiful house, surrounded by lovely gardens. A few trees still remain. You can see them across the street from the post office. Mayhews Landing Road is named for this family. It was so named because it led to the boat landing where the schooners loaded cargo.

The Mayhews sold their landing. Eventually Frank Jarvis bought it. He continued taking wheat, grain, and hay to San Francisco. He also operated a lumber yard and used his schooners to transport it to market. Jarvis Avenue is named for him. This road also leads down to the bay.

Most of the first arrivals in Newark came to farm but one man J.A. Plummer, started an industry which became very important to our city. In 1864 he bought land along the bay and started the Crystal Bay Salt Works. He is remembered for having introduced modern methods in the manufacturing of salt. While others had previously had small salt plants, none had really been successful because the salt was bitter and not suitable for home use. The salt from Mr. Plummer's plant was thought to be better than that which had been imported from other countries. He sold it mainly to meat packing firms but it was also used by the silver mines in Nevada.

\* embarcaderos: in Spanish; a pier, wharf, or a boat landing



As you drive along Jarvis Avenue today you see a huge grove of eucalyptus trees. These trees surround the home where George Patterson and his family once lived. Mr. Patterson came to California during the gold rush. He bought the land from Augustin Alviso and built a beautiful home which he called Ardenwood. Around his home he set aside 20 acres in which he set out groves of trees. This became known as Deer Park. At one time 16 deer lived in this park. Ardenwood was one of the most beautiful estates in this part of California.



Ardenwood

Another early rancher in the area was Emery Munyan. He also bought his land from Alviso. He believed education was very important and was instrumental in starting a one-room school near his farm. It was built in 1865 and was named Lincoln School in tribute to President Abraham Lincoln. Mr. Munyan was very popular with the boys and girls of Lincoln School. Every Friday afternoon he sent them a basket of fruit which had been picked on his ranch. He often visited the school to give talks on rocks and minerals or to present patriotic programs. The old Lincoln School building is still standing although it is not in the same place. A few years ago it was moved to F.A. Muller School where it was used as a warehouse. We have a Munyan Street near Musick School which was named in his honor.





The Lincoln School built in 1865.



Emery Munyan, local merchant and founder of Lincoln School poses for a class picture.



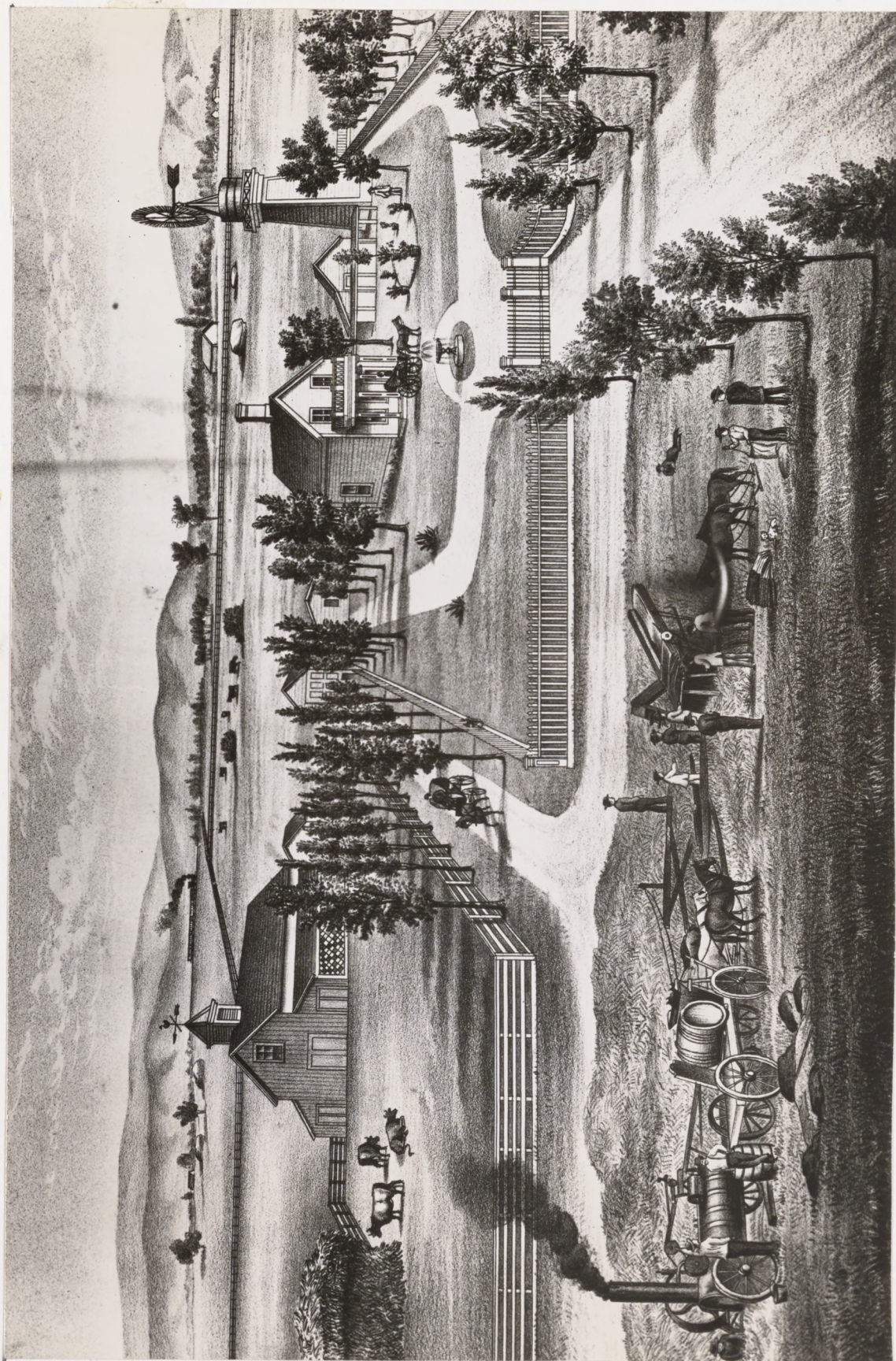
Andrew Ross was another pioneer farmer. He bought the last piece of the Rancho Potrero de Los Cerritos. There is a shopping center on the site of the Ross ranch. As of this writing, one old tree from the original rancho still remains standing. You can see it in the parking lot of the Lido Faire shopping center.

Not all of the pioneer farmers and ranchers came from the United States. Many of them came from the Azores, a group of islands near Portugal. Long ago, whaling ships came into San Francisco Bay. Many of them had Portuguese sailors aboard. During the gold rush many of these sailors left their ships and went to the gold fields. They used the money they made to buy farms, ranches, or dairies. They sent for their families and friends and many of them settled here. The Portuguese people brought many customs of their country with them. St. John's Day and the Holy Ghost Festival were two of their annual religious celebrations.



Silvey & Munyan's General Store  
Before the "Supermarket"





The Haley family purchased a large farm not far from Munyan's ranch. The Haley's owned land in other parts of Newark, too.

Brentwood housing tract and Lido Faire are on land that this family once owned. We have a Haley Street in Newark.





All aboard! South Pacific Coast narrow gauge train pulls into Newark in front of the Central Hotel.



## RAILROAD DAYS

By 1876 the transcontinental railroad had been completed for seven years. Railroad lines were being built throughout the state.

Two men, James Fair and A. E. Davis, were associated with the South Pacific Coast Railroad. They hoped to build a railroad line from San Francisco to Santa Cruz. A company which was known as the Pacific Land Company was formed by these men. It was through this company that the land from Dumbarton Point to the site of the present town was purchased.



James Fair



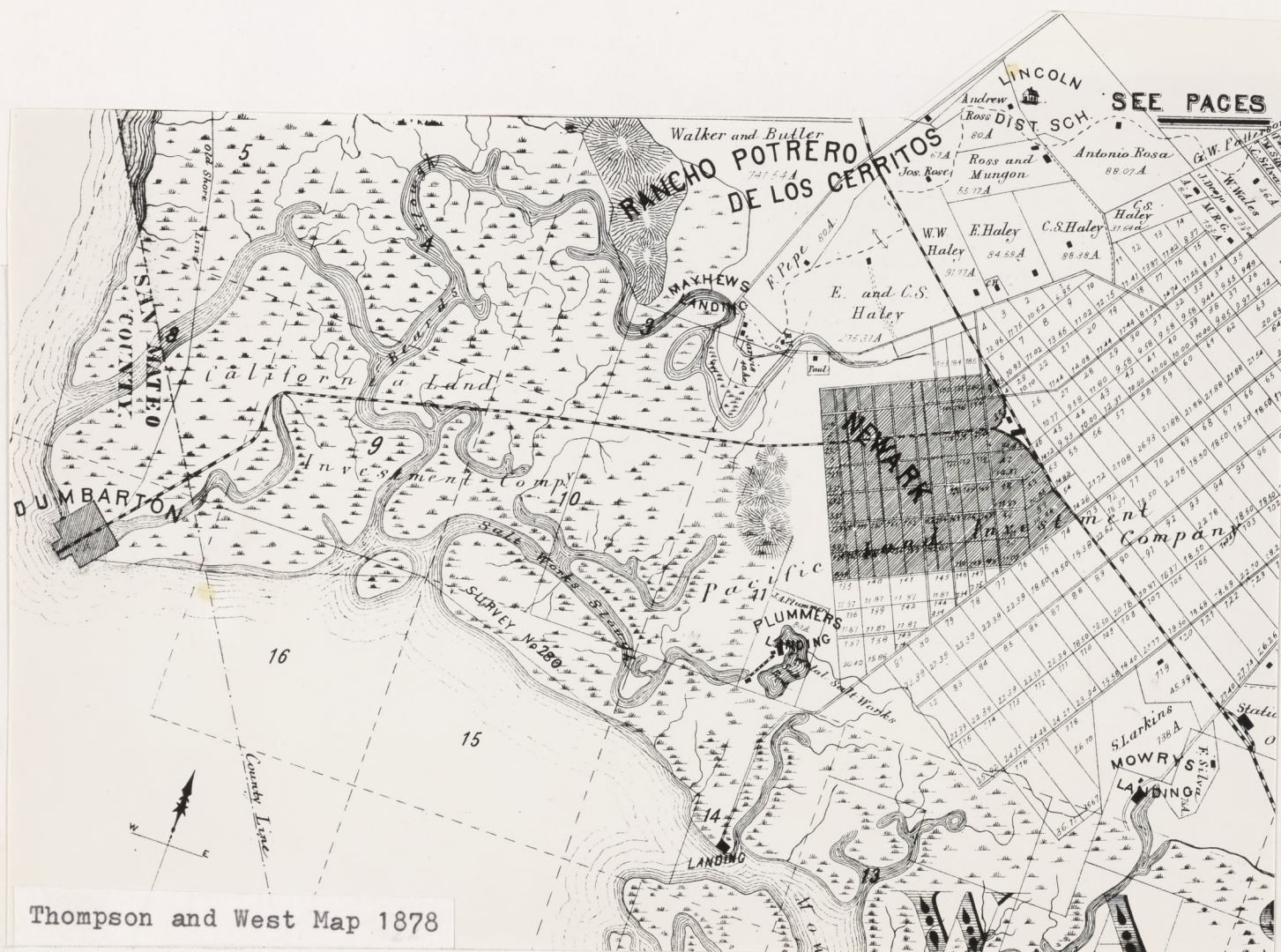
Alfred E. Davis

At that time much of this area consisted of a large dairy known as the Green Point Dairy which was run by the Perrin brothers. After buying the dairy the railroad continued its operation for a few months.



In the meantime plans were made for the construction of a railroad line from Newark to San Jose. A map was drawn for the establishment of a town to be known as Newark. No one is sure but it is thought that Mr. Davis, who was from Newark, New Jersey, wanted to name the new town after his old home. Mr. Fair once said he hoped Newark, California would some day become as important an industrial city as Newark, New Jersey.

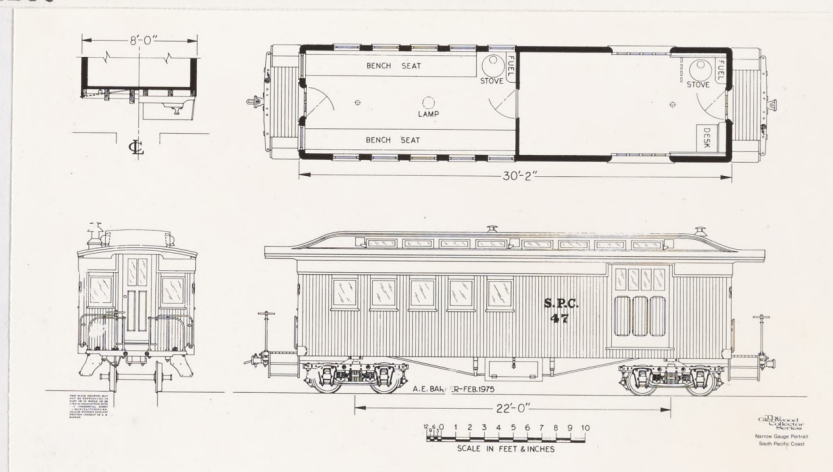
A huge wharf was built at Dumbarton Point. Part of this was a covered shed where rolling stock was kept. Materials needed to build the line were brought to the Point by boat. The first section of the new railroad line went from Newark to San Jose. By 1877 they had started construction from Alameda Point to Newark. This line was completed the following year.





A large ferryboat was built for the South Pacific Coast Railroad. It was named the Newark and began operating from Alameda Point to San Francisco as soon as the narrow gauge line was finished. The Newark had the largest paddle wheels of any ferryboat ever built. This boat continued to be used until 1921.

The company built a large round house and repair shops. Streets were laid out. A few stores were built. The town began to take shape. Two hotels went up immediately. One, the Park Hotel, was built by the railroad. The other, the Newark House, was built by John Dugan, who had come here to live after working in the silver mines in Nevada. The main part of town was from Sycamore Street to Elm. There were mainly farms, dairies, and open fields from Cherry on toward Centerville.



Carter Brothers combination car No. 47  
built for South Pacific Coast Railroad

With the establishment of the railroad an important industry came to Newark. Two brothers, Thomas and Martin Carter, who manufactured passenger and freight cars for narrow gauge railroads brought their car shops here. They were considered masters in their trade and built cars for railroads all along the Pacific Coast as well as for roads in South America and Hawaii. They also built cable cars for San Francisco. Their shop provided jobs and brought more people here to live. Carter Street is named for these men. It runs by the area where their shops used to be.





A two story school was built in 1878. It had four rooms. It was on the corner of Dairy and Cherry Streets near the present F. A. Muller School. It was a sturdy old building until the terrible earthquake of 1906. For a few months after that famous earthquake the larger boys would push against the building to shake it in hopes the teacher in charge would





When Mr. Hardin had to get it back on again. It was on these occasions that he found another use for his whip!





Henry "Bones" Burdick, engineer, brakeman and conductor of SPCCR's horse car poses in front of the Newark House whose proprietor was Jack Dugan. The horse car carried passengers and freight between Newark and Centreville. Some of the passengers were Newark students who had to use the horse car to get to their classes at Union High School in Centreville. L. Stein Collection



think there was another earthquake and dismiss school for the day! In spite of this the school was used until 1914 when a larger more modern building was erected.

James Fair, who had been a United States Senator, never lived in Newark even though he owned a large amount of land here. In the early days of the railroad he bought the Mayhews home. It was a beautiful estate then with lovely gardens and stables. One of the Senator's assistants lived in this house.

It is said that James Fair sent to Australia for eucalyptus trees. He had these planted along all the streets in Newark. In almost any old picture you will see eucalyptus trees because they were everywhere. There are several stories as to why this particular tree was chosen. It is said that people thought these trees would help prevent malaria, a rather common disease at that time. Another story is that the ground was very marshy and it was hoped that these trees would take excess moisture out of the ground.

Since there were no cars people traveled mainly by train or by horse and buggy. There was one other mode of transportation that should be mentioned. A horse-car railroad was maintained between Newark and Centerville. It carried both passengers and freight between these two points. People from Centerville who wished to go to Oakland, San Francisco, or San Jose would climb aboard, pay the fare of one dime, and travel the three miles down Baine Avenue to take the train. There was no high school in Newark then and some students used this way of getting to Centerville where they attended Washington Union High. The first driver of this unusual train was Edwin Burdick. Later his son Henry took over the route. Sometimes children would hide by the tracks and jump out and frighten the horses. The horses would bolt and the train would jump the tracks. Then poor Mr. Burdick had to get it back on again. It was on these occasions that he found another use for his whip!



There were many farms and dairies in the Newark area. Other people earned their living by working for the railroad, in the Carter shops, or at Plummer's salt plant. James Graham started an industry that became very important. In the late nineteenth century he started the first stove making plant in California. The Wedgewood stove became well-known throughout the west. The plant started out with just a few employees. It grew into one of the leading industries in Newark until 1953 when the plant was sold.



At Graham's Foundry early cast iron wood-burning stoves being assembled. "Wedgewood" was to become a household word the world over.

St. Edward's Catholic Church was built in 1879. The money for this building was donated by Senator Fair. Sixteen years later, in 1895, the First Presbyterian Church was built, mainly by money donated by the pioneer Haley family. The old St. Edwards building is still standing, although it is no longer used by the Catholic Church. Both St. Edwards and the First Presbyterian Churches have built new facilities.

First  
Presbyterian  
Church



Old  
St. Edwards  
Catholic  
Church





The Southern Pacific continued to operate the railroad as it had been run when James Fair was in charge. However, gradually they began to switch to a broad gauge road. In April of 1906 the change over was completed from Oakland to San Jose. The first run over the new line was planned for April 18, 1906. But the run was not made that day. Instead of watching a new train roll through town, the people watched the fire that destroyed San Francisco for that was the day of the terrifying earthquake which rocked the entire bay area.

The damage in Newark was not too bad. Chimneys were knocked down and people were forced to cook outdoors for a few days. A brand new water tank built by the railroad was snapped to the ground without being used.

Unfortunately most of the records and pictures of early railroad days were burned in the fire that destroyed the Southern Pacific building in San Francisco.

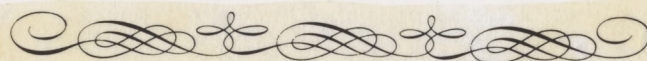
A short while after the earthquake a major construction job was begun. A railroad bridge was started from Dumbarton Point to Redwood City. It was the first bridge to be built across San Francisco Bay. A gigantic celebration was held when the line was finished. Railroad officials, bridge workers, and nearly everyone in the town went to the barbeque and dance which was held at the Newark Pavilion.

For many years the old horse-drawn car faithfully carried passengers between Newark and Centerville but by the time the railroad bridge was completed the line had been extended through Niles Canyon and the horse car was no longer needed. People were sad to see the end of it. Most of them felt about the little railroad much the way the people of San Francisco feel about their cable cars.



Although it was very small, Newark was a busy little town. The following item appeared in a newspaper published in 1898:

"Newark is a strictly business town. The shop and factory whistles are the daily time piece of the few hundred people who dwell within its boundaries. Located on the narrow gauge road, it is conveniently close to San Francisco and Oakland and with good railroad facilities its people can spend the day there and do their shopping. But not all of them do this, for Newark boasts of two well stocked stores, besides several other lines of businesses necessary for the needs of a small town."



Wing Sing was a well known sight in Newark. He came by train from San Francisco to sell fish and fresh vegetables. At one time he ran a laundry in Newark.

In 1887 the Southern Pacific Company bought the old narrow gauge railroad. The South Pacific Coast which was responsible for the building of Newark went out of existence.



## AN UNUSUAL BUSINESS

Newark boasted one very unusual business. This was the Morgan Oyster Company which provided oysters for restaurants in San Francisco. They had a building made on tall piers in the bay. There were artesian wells under the structure which supplied steam boilers with water to keep the oysters cooking. During the oyster season 20 to 30 Swedish fishermen came down from the northern salmon fields to man the cook-house.

On foggy nights, when the tide was low, the Morgan Company had problems! Row boats manned by "oyster pirates" slipped quietly in, hidden by the fog, and helped themselves to sacks of the oysters. Jack London in his writings mentioned having participated in the capture of a group of these pirates. He and a friend pretended to join the group. While the thieves were busy gathering oysters, Jack London and his companion tied their boats together and towed them off. The pirates were stranded and were picked up by patrol boats.

Sometime in the 1920's the oyster business left the bay because the oysters no longer tasted good. It is thought that the water was already becoming polluted.



The Morgan Oyster Company  
at Dumbarton Point



## FUN AND RECREATION

Boys and girls who live in Newark today are very lucky because there is a fine recreation department to plan activities for them. There are well-equipped play areas on all of the school grounds and there are many clubs and groups for children to join. Boys and girls who lived here long ago had no recreation department to plan for them but they still found things to do when they had free time.



A  
champion  
competitor  
at  
"Rabbit Park"



"Ole Swimmin Hole"  
Newark Slough





Most of the children learned to swim very young, not in a heated pool, but at Jarvis Landing! The slough was much wider and the water was safe for swimming. People from the town often walked down to the landing to watch their children swim.

In the evenings families visited one another. It was not unusual for groups of people to get together for an evening of singing, dancing or just chatting.

Of course, boys and girls enjoyed playing games just as you do today. Baseball was a favorite sport of young and old. Newark had two baseball teams. One, known as the Tigers, was made up of teenagers. They played against teams from other towns on Sunday mornings. The other team, a semi-professional group, was managed by Henry Snow. Everyone was interested in these teams and sometimes heated arguments over decisions took place!

John Dugan, the owner of the Newark Hotel, began an interesting project to attract people to the town. He started greyhound racing. Every weekend train loads of people came from Oakland and San Francisco to race their dogs. These people stayed in the two hotels in the town. The old racing ground was near the site of the present Leslie Salt Company on Central Avenue.

Much of the social life was centered around the two churches. Both the churches had dinners and parties but two of their activities were especially interesting.

For several years the Ladies-Aid Society of the Presbyterian Church held an annual picnic at Plummer's Salt Works. This was an exciting event! Mr. Robey, the plant superintendent, had his crew clean out one of the big warehouses and set up long tables. He sent other workers out in boats to gather clams along the muddy shores of the bay. Then he spent the morning making gallons of fresh, steaming clam chowder. The ladies arrived aboard the flatcars of Plummer's little industrial railroad bringing the rest of the picnic lunch with them.



## FUN AND RECREATION

Boys and girls who live in Newark today are very lucky because there is a fine recreation department to plan activities for them. There are well-equipped play areas on all of the school grounds and there are many clubs and groups for children to join. Boys and girls who lived here long ago had no recreation department to plan for them but they still found things to do when they had free time.



A  
champion  
competitor  
at  
"Rabbit Park"



"Ole Swimmin Hole"  
Newark Slough

The Newark Tigers--a baseball team



Most of the children learned to swim very young, not in a heated pool, but at Jarvis Landing! The slough was much wider and the water was safe for swimming. People from the town often walked down to the landing to watch their children swim.

In the evenings families visited one another. It was not unusual for groups of people to get together for an evening of singing, dancing or just chatting.

Of course, boys and girls enjoyed playing games just as you do today. Baseball was a favorite sport of young and old. Newark had two baseball teams. One, known as the Tigers, was made up of teenagers. They played against teams from other towns on Sunday mornings. The other team, a semi-professional group, was managed by Henry Snow. Everyone was interested in these teams and sometimes heated arguments over decisions took place!

John Dugan, the owner of the Newark Hotel, began an interesting project to attract people to the town. He started greyhound racing. Every weekend train loads of people came from Oakland and San Francisco to race their dogs. These people stayed in the two hotels in the town. The old racing ground was near the site of the present Leslie Salt Company on Central Avenue.

Much of the social life was centered around the two churches. Both the churches had dinners and parties but two of their activities were especially interesting.

For several years the Ladies-Aid Society of the Presbyterian Church held an annual picnic at Plummer's Salt Works. This was an exciting event! Mr. Robey, the plant superintendent, had his crew clean out one of the big warehouses and set up long tables. He sent other workers out in boats to gather clams along the muddy shores of the bay. Then he spent the morning making gallons of fresh, steaming clam chowder. The ladies arrived aboard the flatcars of Plummer's little industrial railroad bringing the rest of the picnic lunch with them.

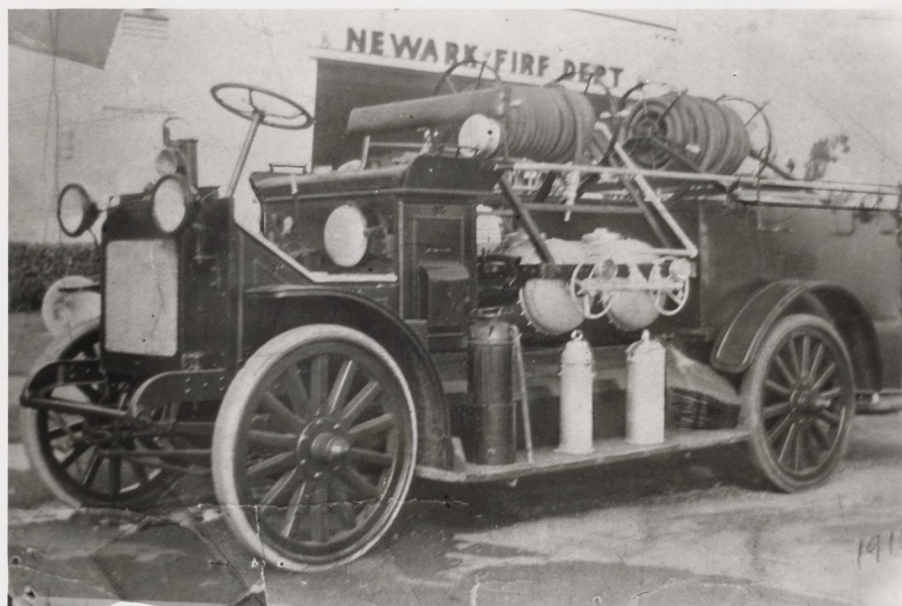


St. John's Day, a Portuguese religious day, was also celebrated along the shores of the bay. A huge clam bake was held near Coyote Hills. The day would end with a "chamarita"\* in town. Sometimes the chamarita would start in the afternoon and last late into the evening. Portuguese people from miles around came to this celebration. St. John's Day was celebrated until recent years, only on a much smaller scale. The Newark pavilion is still a center of community activity.

In the early days Newark was a very small town and all its citizens knew each other. To quote Mrs. Julia Harris, our postmaster, "In those days, when a dog ran down the street, you knew whose dog it was, and whose cat it was chasing!"\*\*

\*Chamarita-a Portuguese dance

\*\*Argus Oct. 7, 1960



Newark Fire Department Pumper  
Circa 1916



## NEWARK TODAY

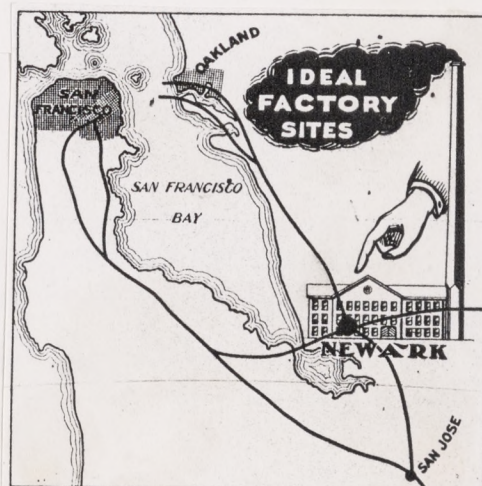
The 20th century brought many changes to our town just as it did to towns all across the nation. Telephones, electricity, and other modern conveniences became common place. The automobile replaced the horse as a means of transportation. Trucks and faster freight trains supplanted the old schooners which once had been so important.

The completion of the Dumbarton Bridge in 1926 brought a shorter way to the other side of the bay. Before the bridge was built it was necessary to go around the end of the bay through the town of Alviso. This was a long, slow trip because cars did not go as fast as they do now and the roads were not as good. The Dumbarton was the first automobile bridge to span the bay.

In 1950 Newark had more industries than any other town in Washington Township. Some of these, like Wedgewood Stove and the salt plants had been started many years before and grew with the town.

By 1955, when Newark became a city, a little over 6,000 people lived here. In the years since that time the population has grown to nearly 32,000, and we know that Newark is still growing.

There have been many, many changes since that time when James Fair, his associate A.E. Davis, and the South Pacific Coast Railroad established the town of Newark!





## NEWARK SCHOOLS

Have you ever wondered how the elementary and junior high schools in Newark got their names? All of them were named after people whose lives affected the town in some way. The schools are listed in chronological order.

F. A. Muller School was named after a man who served for many years on the Board of Education. He was always interested in children. In June of 1979 this school was closed. The Muller School was also the location of two previous schools. In addition, the old Lincoln School was moved to these grounds. It still can be seen by the fence on the Dairy Avenue side of the site.

M. D. Silva was also a member of the School Board. He liked to do things for children. He liked to go on study trips with them. He was always ready to help someone who needed help.

E. L. Musick School was named after a man who was a teacher and principal when there was only one school in town.

August Schilling owned a salt plant in Newark. His family owns the Schilling Spice Company.

James Graham started the stove industry in Newark. His factory provided jobs for people.

H. A. Snow made several trips to Africa. He was a big game hunter. The old Oakland Museum was full of things he brought back from Africa. His daughter still lives in this city.

Louis Ruschin was the first fire chief. He was active in all kinds of activities in the days when Newark was a young town.

Lincoln School was named after the old Lincoln School of long ago. It is not in the same location though.

John F. Kennedy School was named in honor of our former president. It was named for him the week he was killed.

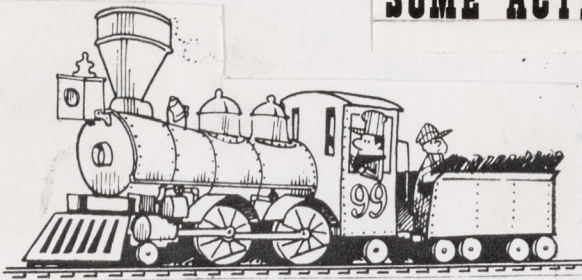
Louis Milani School was named after an early citizen of Newark.

James Bunker School was named in honor of a man who was a teacher and principal long ago.

John I. MacGregor School was named for a former superintendent of schools.



## SOME ACTIVITIES TO DO JUST FOR FUN



Would you like to see how much you've learned about Newark?

Match these early pioneer's names to the correct sentence.

- |                     |       |  |
|---------------------|-------|--|
| 1. Frank Jarvis     | _____ | This man had a beautiful mansion named Ardenwood.                    |
| 2. George Patterson | _____ | This man drove the horsecar railroad between Newark and Centerville. |
| 3. J. A. Plummer    | _____ | Transported goods by schooner between Newark and San Francisco.      |
| 4. Emery Munyan     | _____ | Visited children at Lincoln School.                                  |
| 5. Andrew Ross      | _____ | Started a salt plant.  |
| 6. James Fair       | _____ | Owned a hotel and started dog racing.                                |
| 7. John Dugan       | _____ | Is known as the man who built Newark.                                |
| 8. Edwin Burdick    | _____ | Helped capture "oyster pirates" and may have been one himself.       |
| 9. Jack London      | _____ | Started a stove factory.   |
| 10. E. L. Musick    | _____ | Built railroad cars. Also built cable cars for San Francisco.        |
| 11. Augustin Alviso | _____ | Was an associate of Senator Fair. He named the town Newark.          |
| 12. James Graham    | _____ | Was an early day teacher and principal.                              |
| 13. A. E. Davis     | _____ | Owned the Rancho Potrero de Los Cerritos.                            |
| 14. Carter Brothers | _____ | Bought the last bit of land owned by Augustin Alviso.                |

Here are some projects that you might like to do by yourself or with friends

1. Make individual pictures showing some part of Indian life. Choose from the following:
  - a. How they obtained their food
  - b. The types of homes they had
  - c. How Newark may have looked in Indian days
  - d. How Coyote Hills looked then
2. Make a mural depicting Mission San Jose, possibly including the padres meeting a sailing ship at the bay.
3. Construct a time line dating from the days of the Indians to present time. Show the main events in the development of the town. Compare with a time line of U. S. history.



4. Make a series of pictures showing the progress of transportation from mission days to now.
5. Construct a model of the mission.
6. Make a study of the types of sailing ships used in the early days.
7. Make a mural and compare each period. Indian, Mission, Rancho, Railroad, and Present.
8. Find the possible routes the early pioneers used to get to Newark.
9. On a map mark in red all streets named after early pioneers. Maps can be obtained from the Chamber of Commerce.
10. Make a study of eucalyptus trees. Make a list of their uses.
11. Learn how salt is manufactured by solar evaporation.
12. Discover the difference between broad gauge and narrow gauge railroads.
13. Find the type of power used by the early locomotives. What type of power is used today?
14. Learn the meaning of artesian wells?
15. Look at map of San Francisco Bay. Find the different sloughs in the southern part of the bay. Find the meaning of slough.
16. There are other Newarks in the United States. Use an atlas to locate them. Compare them in size to our Newark. There is a Newark in one foreign country. Which one is it?
17. Compare maps put out at different times by the Chamber of Commerce. Notice the growth of the town indicated by these maps.
18. Compare map of 1876 (made by Pacific Land Company) to one of today. Note that the town's center has changed.
19. Make a list of all landmarks which recall the early days of Newark.
20. Study development of fire departments from "bucket brigade" to present day.
21. Go to Coyote Hills. Find out which plants are native to the area. Which ones were brought in from Europe? Which ones were used by Indians?
22. Study maps of San Francisco Bay. How has it changed in size since mission days.
23. Study the marsh. Find out about the plant and wildlife there. How was the marsh important to the Indians?



# MERCHANT'S GARGLING OIL.

ESTABLISHED 1833



## ALIGNMENT FOR MAN AND BEAST.

YELLOW WRAPPER FOR ANIMAL AND WHITE FOR HUMAN FLESH.  
LARGE SIZE \$1.00, MEDIUM 50 Cents, SMALL 25 Cents.  
SMALL SIZE FOR FAMILY USE 25 Cents.

G.H. Dunston, Lith. Buffalo, N.Y.

## F. FALK

Dealer in

**General Merchandise**  
**Groceries & Provisions**  
**Dry Goods**  
**Boots and Shoes**



All goods at city prices  
Kindest attention to all  
Come and convince yourself  
Very complete stock  
Cigars and Tobacco  
Country produce taken in exchange



Newark, Cal.

## JARVIS LANDING

A complete stock always on hand. Also

**Coal, Feed, Hay, Grain, Etc.**

Address

**P. C. HANSEN**

Newark,

Cal.

## THE TOWNSHIP REGISTER

**Q** Has the Largest Circulation  
In Washington Township

## SILVEY-MUNYAN CO.

GROCERS AND GENERAL MERCHANTS  
SHOES AND MEN'S FURNISHINGS  
A SPECIALTY

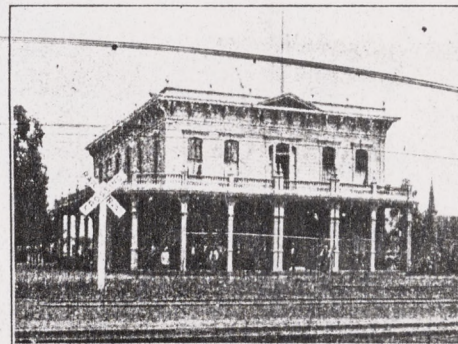
NEWARK.

CALIF.

## THE PARK HOTEL.

Newark is a rapidly growing community, but it will have to go some to keep up with the modern hotel methods of Mr. J. W. Hafner of the Park Hotel.

Mr. Hafner has a building that was erected by James G. Fair, the millionaire railroad man, in 1878. At that time Newark was a terminal of the California-Nevada Railway, and the big man made



Park Hotel, Newark.

his headquarters there—in fact, his summer home was in the close vicinity. The large building is well located, and the view is open from the many windows.

Mr. Hafner gives the business his personal attention. He raises his own chickens, and the dairy produce is from the attached territory. Newark is favored with a good hotel and a good hotel man

## PARK HOTEL

(THE HOTEL OF NEWARK)

For Families,

Commercial Travelers

and Transient Guests

Best of Service and Cuisine

J. W. HAFNER, Prop.

NEWARK, CALIFORNIA



